XPRESS LANES

Presentation to the Florida Transportation Commission

May 25, 2005
CONGESTION: NATIONWIDE EPIDEMIC

- In past five years, number of regular highway bottlenecks increased by 40%
- 233 daily choke points across nation
- Over last two decades:
  - Number of miles driven increased by more than 80%
  - Number of new highway lanes increased by only 4%

CONGESTION: NATIONWIDE EPIDEMIC

Average American commuter loses 46 hours in traffic jams annually (Source: New York Times: April 28, 2005)

In 2003

3.7 billion hours travel delay
2.3 billion gallons wasted fuel
Total cost over $63 billion

2005 Urban Mobility Report, Texas Transportation Institute

“Californians can’t get from place to place on little fairy wings. We are a car-centered state. We need roads.”
Governor, California
“…President Bush, Secretary Mineta and I want to give states the option of pricing, if they determine it’s the best way to manage their transportation needs…tolling is not only a proven congestion buster, but also viewed by Americans as a viable option for funding infrastructure needs.”

- Mary Peters, FHWA Administrator
DEFINITION: MANAGED TOLL LANES

User-financed, capacity-enhanced lanes in urban areas whereby tolls vary with traffic volumes in order to guarantee enhanced levels of service.

- Variable pricing
- Express lanes
- Xpress lanes
- HOT lanes
- Congestion pricing
- Capacity pricing
TOP TEN MANAGED TOLL LANE PROJECTS

- SR 167
- I-394 MnPass
- I-25N
- I-30 Tom Landry Freeway
- XPRESS 400
- SR 91 Express Lanes
- I-10 Katy Freeway
- I-15 FasTrak
- US 290
- HEFT & SR 836
MANAGED TOLL LANES ≈ XPRESS LANES

Common Myths about Xpress Lanes

- Xpress Lanes are a way to toll the interstate
- Additional ROW is necessary for Xpress Lanes
- Taxpayer money will fund Xpress Lane projects
- Xpress Lanes are harmful to transit
- Xpress Lanes only benefit the rich (i.e., “Lexus Lanes”)
- All drivers must use Xpress Lanes
XPRESS LANE TRUTHS

- Provide new capacity to existing corridors
- Optional – *there when you need it*
- All ETC – no toll plazas
- Variable pricing
- Emergency and public transit go toll-free
- Everybody gets a better ride
POLICY IMPLICATIONS

- Soley controlled by FDOT
- Existing interstate capacity not tolled
- Local funds not required
- Toll rates vary to provide congestion-free travel
- All vehicles (except emergency/transit) tolled
- Build our way out of congestion
  Manage
General Criteria

Urban area
Extraordinary congestion (GUL at LOS F)
No long-term solution to improve LOS
Constrained intra/interstate commerce
Unacceptable delays (emergency responses)
Receptivity to ETC
High commuter traffic
Local support
Projected population increase 53%

5th fastest growing region in the country and fastest growing region in Florida

Tourist population will increase 129%

Vehicle hours traveled per capita will increase 30%

Increase in new residences 94%

I-4 is Florida’s “Most Congested Road”
- Survey: www.getfloridamoving.org

Source: METROPLAN Orlando and Brookings Institution
PROPOSED XPRESS LANE PROJECT

Kirkman Rd. to east of SR 434

20 Miles

Traffic (AADT)
- Today 185,000
- By 2020 275,000

Construction begins in 2009

Open to traffic in 2012

Total cost $2.1B
XPRESS 400...THERE WHEN YOU NEED IT

Improved I-4 with Xpress Lanes and Commuter Rail

Three-part program

• Reconstruction
• Commuter Rail
• Xpress 400
XPRESS 400 FACTS

- Direct and slip ramp access
- Project in design
- ROW acquisition underway
- Public education campaign
- Estimate time savings
Per-mile ETC toll rate comparison

- **Mainline**: $0.06

- **Expansion Projects**: $0.07 to $0.125

- **Xpress 400 (Base rate)**: $0.00 to $0.10

  **Congestion rate**

**FLORIDA’S TURNPIKE SYSTEM**
Toll rates vary by time and day
Toll rates will be posted
Tolls paid electronically at normal highway speeds
More than 600,000 Central Florida drivers use transponders today
Survey and focus groups:

- 73% believe congestion will increase in next 10 years
- Over 50% use I-4 daily
- 85% support Xpress Lanes to accelerate I-4 improvements
- 78% would use Xpress Lanes some of the time
- 30% would use routinely
CONCLUSION

- Provides a proven congestion management tool
- Provides the customer a choice
- Provides a reliable, predictable travel option
- Applies variable pricing to balance supply & demand
- Can help fund and advance projects